



DATE: December 28, 2006

TO: Chair Mathews  
Bellevue Planning Commission  
CPA applicants

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SUBJECT: 2006 Annual Comprehensive Plan Amendments (CPA)

Enclosed please find the staff reports and recommendations for the 2006 annual Comprehensive Plan Amendment Work Program. These documents are made available upon publishing of the public hearing notice, and are provided as a courtesy to you.

On January 17, 2006 the Planning Commission will hold public hearings and make recommendations on the 2006 Comprehensive Plan Amendments. The 2006 annual CPA Work Program consists of four privately-initiated site-specific CPAs:

- Wilburton-Gateway
- Public (formerly Shurgard) Storage
- Hancock/Muren
- Bellewood Apartments

and two non site-specific (policy) CPAs”

- Crossroads Center Plan
- Wilburton/NE 8<sup>th</sup> St. Corridor Study



DATE: December 28, 2006

TO: Chair Mathews  
Bellevue Planning Commission

FROM: Paul Inghram, AICP, Comprehensive Planning Manager 452-4070  
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SUBJECT: Wilburton/NE 8th Street Corridor Study Comprehensive Plan Amendment (CPA)  
and Land Use Code Amendment (LUCA) 03-100826 AC; 06-133379 AD.

## I. PROPOSAL

Amendments to the Comprehensive Plan and the Land Use Code are proposed to adopt and implement recommendations of the Wilburton/NE 8th Street corridor study. These amendments are consistent with Bellevue's community and economic development strategy to pursue redevelopment and reinvestment in older commercial areas of the city. The corridor study objectives seek to:

- Encourage economic vitality through appropriate redevelopment;
- Strengthen auto retail use;
- Improve the area's urban design and identity; and
- Improve circulation in and adjacent to the Wilburton commercial district.

The last major update of the Wilburton/NE 8th Subarea Plan was in the early 1990's. Since that time period significant changes have occurred in Downtown Bellevue and the Wilburton/NE 8th Street Subarea, including a number of new Downtown high-rise buildings, new Overlake and Group Health hospital developments, the relocation of City Hall, and the construction of new auto dealership buildings (Hummer, Nissan, Lexus, and Barrier Motors). It is anticipated that the increasing demand for commercial space outside of Downtown will put pressure on some properties in the study area to redevelop.

In general, the proposed amendments support future redevelopment with additional retail and mixed uses, identify and designate a *special opportunity area*, and support continued operation of auto-sales uses in the area.

See Attachment 1 for the proposed text amendments (legislative strike draft) to the Comprehensive Plan. See Attachment 3 for the proposed map amendments. See Attachment 4 for the proposed amendments (legislative strike draft) to the Land Use Code. The amendments are described generally, below:

- Amend the Comprehensive Plan map designation from General Commercial (GC) to General Commercial/Community Business (GC/CB) for approximately 46 acres west of 120th Avenue NE between NE 8th and NE 2nd Streets and on the east side of 116th

Avenue from about NE 4th to SE 1st Streets. Without access improvements, the area is appropriate for General Commercial uses. At such time as an extension of NE 4th Street is constructed to increase access to the area, Community Business (CB) uses are appropriate. When zoned CB, design review will be used for improved urban design. CB zoning would also provide enhanced community retail opportunities for the city and adjacent neighborhoods, allow for mixed use developments, and include a taller height limit.

- Amend the Comprehensive Plan map to identify the area between NE 8th and NE 4th Streets and I-405 and the Burlington Northern rail corridor as a *special opportunity area* suitable for a major civic/institutional facility due to its size, land use pattern, and proximity to Downtown, freeways, transit and major arterial streets. This area would continue to be appropriate for auto sales and other commercial uses in the near term. Rezoning of this area to support a civic/institutional facility would be appropriate at the time of project level review.
- Keep the area west of 116th Avenue NE and south of NE 4th suitable for Office Limited Business (OLB).
- Provide streetscape improvements which include improved sidewalks, street trees, lighting, and landscape medians in select locations.
- Extend NE 4th Street from 116th to 120th Avenues to improve local circulation, commercial access, and system connectivity.
- Develop a new NE 6th Street transportation street and corridor to connect from the I-405 HOV intersection to 120th Avenue NE. Such a corridor should include support for transit, HOV, pedestrian movement and limited general purpose access, and would provide a key connection from Downtown to the future BNSF transportation corridor.
- Prioritize improvements to the 120th Avenue NE/NE 8th Street intersection (an existing Comprehensive Plan project #514) and add traffic calming techniques to NE 5th Street between 120th and 124th Avenues.
- Amend the Land Use Code to make auto and motorcycle sales a permitted use along both sides of 116th Avenue NE to encourage auto sales uses along Auto Row.
- Amend the Land Use Code to allow retail uses greater than 100,000 SF in the Wilburton/NE 8th Street Subarea west of 120th Avenue NE.

Additional Land Use Code amendments, including changes to the retail design guidelines in LUC 20.25I, are planned to be proposed as a subsequent action that would implement policy direction of the Comprehensive Plan.

## II. STAFF RECOMMENDATION

This proposal satisfies the Decision Criteria for a Comprehensive Plan Amendment and Land Use Code Amendment and **staff recommends that the Planning Commission recommend that the City Council:**

### Comprehensive Plan Amendments

1. Amend the text of the policies, discussion, and reference information in the Wilburton/NE 8th Street Subarea Plan as shown on Attachment 1.
2. Amend the Comprehensive Plan's Eastside Transportation Program and Pedestrian and Bicycle Transportation Facility Plan project lists to include recommended transportation projects as shown on Attachment 1.
3. Amend the Comprehensive Plan map designation to change the designation for areas along 120th Avenue NE and 116th Avenue NE from General Commercial (GC) to General Commercial/Community Business (GC/CB) with a policy reference as shown on Attachment 3.
4. Amend to the Comprehensive Plan map designation to change the designation for the area between NE 8th and NE 4th Streets and I-405 and the Burlington Northern rail corridor from General Commercial (GC) to General Commercial with a policy reference supporting the *special opportunity area* identification as shown on Attachment 3.

### Land Use Code Amendment

5. Amend the Land Use Code to allow auto and motorcycle sales on both sides of 116th Avenue NE from the SE 8th Street exit off of I-405 to NE 8th, and to allow retail uses greater than 100,000 SF in the Wilburton/NE 8th Street Subarea west of 120th Avenue NE as shown on Attachment 4.

### Additional Recommendations

6. Direct city staff to investigate additional opportunities for the Land Use Code to provide incentives for housing affordable at the median income level recognizing the opportunity to better address housing needs with the Wilburton/NE 8th study and the upcoming Bel-Red Corridor project.
7. Prioritize funding for project 514 of the East Bellevue Transportation Plan to create a four-legged intersection at 120th Avenue NE and NE 8th Street.

## III. COMPREHENSIVE PLAN AMENDMENT DECISION CRITERIA

The Decision Criteria for a Comprehensive Plan Amendment are set forth in the Land Use Code, Section 20.30I.150. Based on the criteria, Department of Planning and Community Development staff has concluded that the proposed amendment merits **approval**. This conclusion is based on the following analysis:

### **A. There exists obvious technical error in the pertinent Comprehensive Plan provision; or**

Not applicable to this proposal.

**B1. The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the Growth Management Act and other applicable law; and**

The proposed amendment is consistent with the Comprehensive Plan and other goals and policies of the City, the Countywide Planning Policies, the GMA and other applicable law.

**Comprehensive Plan**

Amendments to the Wilburton/NE 8th Street Subarea Plan and changes to the Comprehensive Plan map designations are consistent with Bellevue's community and economic development strategy to pursue redevelopment and reinvestment in older commercial areas of the city.

The **Land Use Element** supports economic development in those areas designated for commercial use, including those commercial areas outside of Downtown.

**Land Use Element Policy LU-31.** Encourage and foster economic development in areas designated for commercial uses.

**Land Use Element Policy LU-32.** Maintain commercial areas outside the Downtown which can provide additional business opportunities and serve other parts of the community.

Allowing multifamily residential uses to be integrated into commercial districts, as proposed for a portion of the study area by the Wilburton/NE 8th Street amendments, is encouraged by city policies.

- **Land Use Element Policy LU-7.** Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.
- **Land Use Element Policy LU-27.** Encourage mixed residential/commercial development in all Neighborhood Business and Community Business land use districts where compatibility with nearby uses can be demonstrated.

Additionally, the **Economic Development Element** supports land use standards and strategies that support economic development.

- **Economic Development Element Policy ED-20.** Encourage economic development in designated locations through a mix of incentives, regulations, and strategic investments that support the city's adopted plans.

Improvements to the transportation system and the area's urban design character are supported by the **Transportation Element** and **Urban Design Element**, respectively.

The extension of NE 4th Street from 116th Avenue to 120th Avenue and a future NE 6th transportation corridor from I-405 to 120th Avenue are consistent with:

- **Transportation Element Policy T-39.** Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with the long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.

Amendments to the **Wilburton/NE 8th Street Subarea Plan** are intended to be consistent with the general direction for the Wilburton commercial area to continue to provide commercial development opportunities that are complementary to Downtown and that serve the surrounding neighborhoods. The amendments proposed further this policy direction without expanding the area of commercial uses, consistent with:

- **Wilburton/NE 8th Subarea Policy S-WI-1.** Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential uses [*proposed to be changed to “residential areas”*].

Since the land use policy of the Wilburton/NE 8th Subarea is currently focused on protecting the single family area, some of the proposed policy amendments seek to more clearly establish the city’s policy direction for the commercial areas. The amendments also support allowing mixed use within the commercial areas. Clarify that S-WI-1 is intended to prevent encroachment into residential areas, and not prevent mixed uses within existing commercial areas, an amendment proposes to change “residential uses” to “residential areas.”

### **Growth Management Act**

In its current form, the proposal is consistent with GMA planning goals: Urban growth, Reduce sprawl, Transportation, Housing, Economic development, Public facilities and services, and Citizen participation.

GMA Goals regarding Property rights, Permits, Natural resource industries, Open space and recreation, Environment, Historic preservation, and Shorelines are not applicable.

The Wilburton/NE 8th study seeks opportunities to encourage appropriate redevelopment within an existing commercial area. This supports the GMA intent to encourage urban growth and services within existing urban areas to avoid sprawl. The planning process has included a number of public outreach activities as well as a formal public notice, hearing and comment process as required by the Bellevue Land Use Code that is consistent with the GMA objective of public participation.

## **Countywide Planning Policies**

Countywide Planning Policies for King County are organized by topics in nine separate chapters. The framework policies in each chapter are implemented through local plans and regulations. Evidence of the consistency of the proposal with the framework policies is as follows:

- I. **Critical Areas.** *Not applicable to this proposal.*
  - II. **Land Use Pattern.** *The proposed amendments reinforce the subject area's designation for commercial uses.*
  - III. **Transportation.** *The proposed amendments support transportation improvements that will improve arterial street system connectivity and local access, enhance pedestrian and bicycle access, safety and comfort, and support land uses that are consistent with future regional transit facilities.*
  - IV. **Community Character and Open Space.** *The proposed amendments support a combination of public and private investments to enhance the urban design character of the study area.*
  - V. **Affordable Housing.** *The proposed map designation change from General Commercial (GC) to General Commercial/Community Business (GC/CB) will facilitate future rezoning of areas along 116th and 120th Avenues to Community Business, which allows multifamily residential development. Additional housing opportunity may have some effect on encouraging housing supply to respond to the housing market.*
  - VI. **Contiguous and Orderly Development and Provision of Urban Services to Such Development.** *Urban services are available in the study area and the site is contiguous to developed areas.*
  - VII. **Siting Public Capital Facilities of a Countywide or Statewide Nature.** *Not applicable to this proposal.*
  - VIII. **Economic Development.** *The amendments support appropriate redevelopment of commercial and mixed uses in the study area.*
  - IX. **Regional Finance and Governance.** *Not applicable to this proposal.*
- B2. The proposed amendment addresses the interests and changed needs of the entire city as identified in its long-range planning and policy documents; and**

The amendment addresses the City's interests in encouraging appropriate economic redevelopment and continued reinvestment in its commercial areas.

**B3. The proposed amendment addresses significantly changed conditions since the last time the pertinent Comprehensive Plan map or text was amended. See LUC 20.50.046 [below] for the definition of “significantly changed conditions;” and**

**Significantly changed conditions are defined as:** Demonstrating evidence of change such as unanticipated consequences of an adopted policy, or changed conditions on the subject property or its surrounding area, or changes related to the pertinent Plan map or text; where such change has implications of a magnitude that need to be addressed for the Comprehensive Plan to function as an integrated whole. *This definition applies only to Part 20.301 Amendment and Review of the Comprehensive Plan (LUC 20.50.046).*

The last major update of the Wilburton/NE 8th Subarea Plan was in the early 1990’s. Since that time period significant new development has occurred in Downtown Bellevue resulting in a new residential population there, a number of new high-rise buildings, and reduced space for suburban retail uses. The residents and businesses of Downtown will require access to a range of commercial services including those that may not be available Downtown, such as large format retail and auto sales.

Changes in the Wilburton commercial corridor and adjacent areas include new Overlake and Group Health hospital developments, the relocation of City Hall, and the construction of new auto dealership buildings (Hummer, Nissan, Lexus, and Barrier Motors). Other properties in the Wilburton commercial corridor have seen limited site investments. As land values rise, it is anticipated that the demand for commercial space outside of Downtown will put pressure on some properties in the study area to redevelop.

The proposed amendments address these changing circumstances by supporting continued use of the area for auto retail sales and large format retail, while supporting a change for a portion of the area to more intense commercial and mixed use development as transportation improvements are constructed.

Transportation changes include the completion of the NE 4th Street/I-405 interchange in the late 1980’s and its later reconstruction; improvements to NE 8th Street; the construction of the NE 6th/I-405 HOV interchange, and reconstruction of the Bellevue Transit Center. Additionally, NE 6th Street and the BNSF rail corridor have been identified as potential route alignments for Sound Transit’s East Link light rail connection between Downtown Bellevue and Redmond.

The combination of land use and transportation changes provide a unique opportunity to plan for a significant (yet unidentified) major project or facility adjacent to I-405 as proposed by identifying a *special opportunity area*.

- B4. If a site-specific proposed amendment, the subject property is suitable for development in general conformance with adjacent land use and the surrounding development pattern, and with zoning standards under the potential zoning classifications; and**

This site-specific criterion is not applicable to an area-wide study.

- B5. The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City.**

The proposed amendment demonstrates a public benefit and enhances the public health, safety and welfare of the City. The proposal does this by encouraging revitalization, economic development, transportation improvements, and enhanced urban design.

#### **IV. LAND USE CODE AMENDMENT DECISION CRITERIA**

The Decision Criteria for a Land Use Code Amendment are set forth in the Land Use Code, Section 20.30J.135. Based on the criteria, Department of Planning and Community Development staff has concluded that the proposed amendment merits **approval**. This conclusion is based on the following analysis:

- A. The amendment is consistent with the Comprehensive Plan.**

The proposed Land Use Code amendments would implement the direction of the proposed Comprehensive Plan amendments by allowing auto and motorcycle sales on both sides of 116th Avenue NE from the SE 8th Street exit off of I-405 to NE 8th Street and by allowing retail uses greater than 100,000 square feet in the Wilburton/NE 8th Street subarea west of 120th Avenue NE. Additional Land Use Code amendments will be proposed as a separate amendment to further implement the proposed policy direction.

- B. The amendment enhances the public health, safety or welfare.**

The proposed amendments enhance the public health, safety and welfare by encouraging appropriate retail development within a designation commercial area so as to support the policy direction to encourage revitalization and economic development.

- C. The amendment is not contrary to the best interest of the citizens and property owners of the City of Bellevue.**

These amendments are consistent with Bellevue's community and economic development strategy to pursue redevelopment and reinvestment in older commercial areas of the city.

#### **IV. STATE ENVIRONMENTAL POLICY ACT**

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant adverse environmental impacts. A final threshold Determination of Non-significance (DNS) was issued on December 28, 2006.

#### **V. PUBLIC NOTICE AND COMMENT**

The Bellevue City Council initiated the Wilburton/NE 8th Street corridor study in 2003. The Medical Institution amendments addressed the portion of the original study area north of NE 8th Street. The Wilburton/NE 8th study was modified to include the area south of NE 8th and restarted in 2005.

City staff worked with the Planning Commission, stakeholders and the adjacent neighborhood to review alternatives approaches to meet the study's objectives. A number of Planning Commission meetings were held to review the study in 2006. A community open house meeting was held April 25, 2006 to consider land use alternatives for the study area. Staff also met and talked with the Wilburton Neighborhood Association, representatives of KG Investment, and a number of the other study area property and business owners.

Notice of the Application for the CPA was published in the Weekly Permit Bulletin and the King County Journal on November 30, 2006, following the development of the Comprehensive Plan and Land Use Code draft amendments. The amendment proposal was presented to the Planning Commission during study sessions on September 27 and December 13, 2006. Notice of the Public Hearing before the Planning Commission was published in the Weekly Permit Bulletin and the King County Journal on December 28, 2006.

Pursuant to the requirements of the Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Comprehensive Plan. A list of the 2006 Amendments to the Bellevue Comprehensive Plan was provided to state agencies on December 7, 2006 for review.

##### Public Comment

No comments on the draft amendments have been received to date. One citizen and a representative of Mutual Materials have individually asked for additional information, which was supplied.

During the planning process there was general interest in maintaining Auto Row's identity while continuing to allow a mix of uses that may include retail uses other than auto sales. Some members of the adjacent Wilburton neighborhood expressed concern over potential cut through traffic on NE 5th Street that might result from extending NE 4 Street. Others asked questions about potential congestion and supported relieving congestion on NE 8th Street. Some members of the community expressed support for a "retail village" area on the west side of 120th Avenue NE, although others were cautious about the potential for view impacts if buildings were too high.

Comments on the proposed amendments that are received prior to the public hearing will be presented to the Planning Commission.

## **VI. NEXT STEPS**

**We request the Commission to conduct and close the public hearing, discuss the proposal, ask questions of staff, and make a recommendation.**

Additional draft Land Use Code amendments addressing the community retail design guidelines will be brought forward to the Planning Commission following adoption of the Comprehensive Plan amendments.

## **V. Attachments**

1. Legislative strike draft of proposed Comprehensive Plan amendments
2. Wilburton/NE 8th Subarea map
3. Proposed Comprehensive Plan map changes
4. Legislative strike draft of proposed Land Use Code amendments

## Attachment 1 Draft Comprehensive Plan Amendments

*[Amendments are shown in legislative markup of the current Comprehensive Plan text. Proposed additions are shown with underline; proposed deletions are shown with ~~strikeout~~. In other locations where there is no markup formatting, the text of the Comprehensive Plan is shown and proposed to remain unchanged.]*

# Wilburton/NE 8th Street Subarea Plan

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### GOAL:

- To separate residential, recreational, and open space areas from commercial areas and to protect open space.
- To improve pedestrian accessibility and attractiveness of commercial areas for residents of Bellevue.
- To support the provision of commercial services in Wilburton that complement Downtown, such as large retail and auto sales, and that provide convenient shopping and mixed-use opportunities for the adjacent neighborhoods.

*Discussion: ~~Protect residential and open space areas from encroachment by other uses. The Wilburton/NE 8th Subarea Plan seeks to support the residential and non-residential uses in the subarea by maintaining the separation between traditionally residential and non-residential areas to protect residential, recreation and open space areas from encroachment of commercial and non-residential uses (except for those normally permitted in residential areas, such as streets, parks, churches, schools, utility substations, and home occupations). Non-residential development, such as medical uses and auto sales, should be concentrated in existing non-residential areas. This does not preclude development that mixes commercial and residential uses (i.e. mixed-use) within some commercial areas.~~*

### OVERVIEW

The settlement history of Wilburton dates to the turn of the century when farms, a logging mill, a railroad and a commercial area near 116th and NE 8th

Street were established. With the openings of the floating bridges in 1940 and 1963, there was rapid growth of homes during the 1950s and 1960s in the area. Wilburton was annexed to the City between 1964 and 1967.

Today the Wilburton Subarea is centrally located in Bellevue. Access to I-405 and the Downtown makes the Subarea a desirable place to live and work. Jobs, stores, schools, and community parks are convenient and accessible. Combined, these amenities have greatly enhanced the quality of life for both the residents and business owners.

The Wilburton Subarea encompasses approximately 1,600 acres. Its boundaries are generally I-405 to the west, Bellevue-Redmond Road to the north, 148th to the east, and the Lake Hills Connector to the south. It is comprised of commercial areas along the I-405, 116th Avenue NE, and NE 8th Street corridors while large areas of single-family residences make up the remainder of the Subarea. Multifamily development is mostly confined to the NE 8th Street corridor, along the 118th Avenue SE and 122nd Avenue NE and west of 140th north of NE 8th Street. Recreational open space includes the Glendale Golf Course, Kelsey Creek Park, and Wilburton Hill Park.

The I-405 business corridor, Lake Bellevue and the NE 8th Street corridor is home to Overlake Hospital, Group Health City Hall, ~~auto row~~ Auto Row, and a variety of retail uses. Many of the retail areas may be ready for redevelopment as they evolve from older suburban commercial strips to emerging urban areas. The area east of approximately 120th Avenue ~~SE~~ features large, single-family neighborhoods, some with large lots that may provide opportunities to subdivide and add new housing.

As of ~~the 2000 Census~~ January, 1991, ~~approximately 8,100~~ about 8,900 people live in Wilburton and approximately 10,400 people work in the Wilburton/NE 8th Subarea. There are ~~4,165~~ about 1,250 units of single-family housing and ~~2,747~~ 3,120 units of multifamily housing. ~~An additional 200+ multifamily units are proposed for the "West Slope" of Wilburton Hill.~~ One hundred and fifty-one acres of land remain undeveloped in the Subarea (9 percent of the Subarea). The recommended uses for these 151 acres are primarily single-family (123 acres) with some multifamily (15 acres) and office (13 acres). The new Wilburton Hill Park which will provide over 100 acres of open space, sports fields, and a botanical garden is currently under construction.

Protecting residential neighborhoods from increased commercial development and traffic, enhancing existing retail areas, and establishing clear boundaries between differing land uses are the Subarea's major issues.

# Land Use

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## POLICIES

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**POLICY S-WI-1.** Protect residential areas from impacts of other uses by maintaining the current boundaries between residential and non-residential uses/areas.

*Discussion: This plan establishes appropriate areas for non-residential uses. Beyond these areas, non-residential uses, except for those normally permitted in residential areas, (such as streets, parks, churches, schools, utility substations, and home occupations) should not be permitted to encroach into residential areas. This does not limit the potential for development that mixes residential uses with commercial, institutional or other uses in areas that are predominately non-residential, where allowed by zoning.*

**POLICY S-WI-2.** Support the provision of commercial services in Wilburton that complement Downtown, such as large retail and auto sales, and that provide convenient shopping and mixed use opportunities for the adjacent neighborhoods.

**POLICY S-WI-3.** Designate the area west of 120th Avenue NE between NE 8th and NE 2nd Streets, and on the east side of 116th Avenue from about NE 4th to SE 1st Streets General Commercial/Community Business (GC/CB). Without access improvements, the area is appropriate for General Commercial uses. At such time an extension of NE 4th Street (project #582) is constructed to increase access to the area, Community Business uses are appropriate and the city may process a rezone to CB.

**POLICY S-WI-4.** Recognize the area between I-405 and the BNSF corridor and NE 4th and NE 8th Streets as a *special opportunity area* because of the area's potential for a large civic, institutional or cultural facility due to the area's size, geography, and access to I-405, transit and Downtown. This area is appropriate for an alternative zoning classification or overlay that may be applied as part of a major project planning effort that considers the range of uses that might be supported, infrastructure requirements, and appropriate supportive adjacent uses.

**POLICY S-WI-16a5.** Retail auto and motorcycle sales are appropriate in GC,

CB and OLB districts on both sides of 116th Avenue from the new SE 8th Street exit off I-405 to NE 8th Street. [Amended Ord. 4934, 5482]

*Discussion: The 116th Avenue Corridor between the SE 8th Street exit off I-405 and NE 8th Street is regionally known as “Auto Row,” an area of dealerships featuring cars of domestic and foreign automobile manufactures. Maintaining this area as a place to purchase and service automobiles enhances the convenience for the citizens of Bellevue and preserves an important retail function. Although the west side of this corridor is designated OLB with specific freeway-oriented urban design objectives, auto sales shall be permitted along with modified landscape standards for retail auto sales only. All other design standards shall apply. [Amended Ord. 4934, 5482]*

**POLICY S-WI-26.** Provide for medical institution development within the area bounded by NE 8th and NE 12th Streets, 116th Avenue NE and I-405. [Ord. 5586]

*Discussion: The medical institution use in this area provides a vital public service for the Eastside community. The city should facilitate development of a long-term master plan that addresses the continued evolution and updating of this facility. Special dimensional standards are appropriate to accommodate the needs of the major medical institution and related uses, provided the facility provides a high quality of design that recognizes this site as a prominent community landmark. Building and site design should create a visual identify for the facility that contributes to the streetscape, is compatible with adjacent and nearby neighborhoods, and is sensitive to view from the freeway and views of the skyline. Design should also create a visually pleasing and safe environment for the public, incorporating features such as public spaces, gateways, streetscape improvements, and safe pedestrian linkages.*

**POLICY S-WI-37.** Encourage developers of property located on the south side of NE 8th Street between 124th and 126th Avenues NE, the adjacent single-family neighbors, and city staff to harmoniously resolve landscape screening issues in the Transition Area buffer.

**POLICY S-WI-48.** A Multifamily Low-density designation is appropriate for the area north of the Lake Hills Connector, south of Wilburton Hill Park, and east of the Wilburton Addition as shown on the Land Use Plan (Figure S-WI.1). The density should not exceed five dwelling units per acre in compliance with the Land Use Code Section 20.25H.100 Density/Intensity Calculations. No access should be permitted from east of the site.

**POLICY S-WI-59.** The area between the Burlington Northern Railroad tracks and 118th Avenue SE, if extended to the north, and approximately 190 feet

north of SE 5th Street and south of the Main Street extension is appropriate for Office and Multifamily Medium-density residential uses in accordance with the Land Use Plan (*Figure S-WI.1*). Proposed projects within the area should be subject to design review to insure that structures are residential in design, height, and bulk. Properties north of Main Street need not be residential in design, height, and bulk if access and orientation are to NE 1st Street and if the structures are visually screened from properties to the south.

**POLICY S-WI-610.** The Wilburton Addition area along both sides of SE 4th and 5th Streets and east of 118th Avenue SE is appropriate for Multifamily Medium-density uses in accordance with the Land Use Plan (*Figure S-WI.1*). Proposed development should be subject to design review to encourage preservation of significant views from the adjacent park land and to encourage structures which are similar in design, height, and bulk to structures along the western portion of 118th Avenue SE.

Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.

**POLICY S-WI-711.** The Galeno property adjacent to and north of Main Street at 124th Avenue NE is appropriate for Single-family Medium-density in accordance with the Land Use Plan (*Figure S-WI.1*). Traffic impacts associated with development of this property should be mitigated by the developers.

**POLICY S-WI-812.** The WISC (Wilburton Instructional Service Center) property at Main Street and 124th Avenue is appropriate for Single-family High-density use in accordance with the Land Use Plan (*Figure S-WI.1*). Density should not exceed four dwelling units per acre and traffic impacts associated with future development of the area should be mitigated by the developer.

**POLICY S-WI-913.** The City-owned land (exclusive of the West Slope area) between 118th Avenue SE, Main Street, 128th Avenue SE and approximately SE 5th Street is appropriate for park uses and should be designated public facility/park in accordance with the Land Use Plan (*Figure S-WI.1*). Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization.

**POLICY S-WI-1014.** The land east of 118th Avenue SE commonly referred to as the “West Slope” is appropriate for Multifamily Medium-density uses in

accordance with the Land Use Plan (*Figure S-WI.1*). Thirty percent of the dwelling units should be for moderate income families/ seniors. A child care center for not less than 40 children should be developed adjacent to the multifamily use. Design of this center should be complementary to the multifamily use. Appropriate mitigation measures should be required of development to ensure that traffic does not significantly impact the neighborhoods to the east. Mitigation measures may include traffic diverters and signalization. Development should be subject to design review to encourage the preservation of significant views westward from the park and to encourage development that is similar in design, height, and bulk to structures along the western portion of 118th Avenue SE. Development of the site should include trail easements from the adjacent park land to 118th Avenue SE. Location of these easements should be designated by the Parks Department.

## Natural Determinants

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### POLICIES

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**POLICY S-WI-4115.** Protect and enhance streams, drainage ways, and wetlands in the Kelsey Creek Basin.

**POLICY S-WI-4216.** Prevent development from intruding into the floodplain of Kelsey Creek.

**POLICY S-WI-4317.** Development should not interfere with Lake Bellevue as a drainage storage area identified in the City's Storm Drainage Plan.

## Residential Development

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### POLICIES

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**POLICY S-WI-4418.** Enhance the cohesiveness of established single-family and multifamily residential areas.

*Discussion: Neighborhood cohesiveness can be enhanced by: improving nonmotorized systems along streets and between properties, siting neighborhood identification signs, and encouraging community clubs, facilities, and centers.*

**POLICY S-WI-4519.** Encourage multifamily development to provide adequate play areas and other amenities for families.

**POLICY S-WI-4620.** The impacts of traffic and the building scale of non-residential uses (such as churches and schools) located in residential areas should be considered during development review.

*Discussion: The visual impression of the size (height and bulk) of these buildings should be compatible with the development in the surrounding neighborhood.*

**POLICY S-WI-21.** Encourage new mixed use developments in the Subarea to include housing that is affordable to a range of households.

*Discussion: The area west of 120th Avenue NE could be an appropriate location for reasonably priced housing due to its proximity to Downtown and convenient access when it is rezoned to CB. Additional incentives may be needed to encourage the market to provide housing for a range of income levels.*

## Circulation

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### POLICIES

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**POLICY S-WI-4722.** No extension of 124th Avenue south of Main Street, or N.E. 4th Street east of 116th Avenue should be permitted.

**POLICY S-WI-4823.** Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.

*Discussion: The neighborhoods that lie between Kelsey Creek Park and the commercial development along 120th Avenue NE are concerned about traffic growth on their residential streets due to: the development of Kelsey Creek and Wilburton Parks, cutthrough traffic generated by commercial developments, and traffic avoiding I-405.*

**POLICY S-WI-24.** Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and multi-modal access at NE 6th Street between Downtown and 120th Avenue NE.

**POLICY S-WI-25.** Require new commercial developments to provide internal streets and adjoining lot connections, where appropriate, to reduce arterial street connections and turning movements.

**POLICY S-WI-1926.** Coordinate off-street biking and walking facilities with on-street walking and biking facilities to provide safe connections to destinations such as schools, parks, shopping, and transit service.

**POLICY S-WI-27.** Improve arterial streets to provide enhanced pedestrian and bicycle access, safety and comfort throughout the non-residential areas of the subarea.

**POLICY S-WI-28.** Make use of available right of way space to develop north and south bicycle lanes on 116th Avenue NE when use of the auto delivery zone is discontinued.

**POLICY S-WI-2029.** Where capital projects are not imminent, encourage the City to make interim improvements for nonmotorized transportation.

*Discussion: Nonmotorized facilities along the following routes are a high priority:*

- 126th Avenue NE from NE 8th Street to NE 7th Street,
- NE 7th Street from 126th Avenue NE to 128th Avenue NE,
- 128th Avenue NE/SE from NE 7th Street, and
- SE 7th Street between 128th Avenue SE and the Lake Hills Connector.

*Sidewalks are preferred along this route, but if a sidewalk project is not imminent, then interim facilities are supported.*

*Interim nonmotorized improvements can be accomplished in several ways from the addition of a shoulder in conjunction with a street resurfacing project to modifications to the channelization (or street painting configurations). Interim nonmotorized improvements should be designed so that they cannot be used for parking. The Neighborhood Enhancement Program when available would be a funding source for interim improvements.*

**POLICY S-WI-30.** Recognize the multi-purpose trail planned for the BNSF rail corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multi-modal transportation use and access.

*Discussion: King County has proposed acquiring the rail corridor from Burlington-Northern Sante Fe (BNSF) for future use as a regional*

pedestrian/bicycle trail and/or for commuter rail. As development adjacent to the corridor occurs, the design and placement of streets, driveways, infrastructure, and buildings should take the potential future use of the rail corridor into account so as to avoid inherit conflicts.

## Parks, Recreation, and Open Space

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### POLICIES

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**POLICY S-WI-2431.** Retain the parks in the Subarea and ensure that they remain park facilities (including Wilburton Hill and Kelsey Creek Parks).

**POLICY S-WI-2232.** Retain and develop open spaces for a variety of purposes.

*Discussion: In addition to recreation, both active and passive, parks serve to preserve views, define neighborhoods, and provide relief from pavement and development.*

**POLICY S-WI-2333.** The City strongly encourages the continuation of the golf course use at the Glendale Golf Course.

**POLICY S-WI-2434.** Prepare designs for proposed parks with the participation of the community affected and served.

**POLICY S-WI-2535.** Support continuation of the Lake-to-Lake Trail through Wilburton.

*Discussion: The trail should connect from the NE 4th Street interchange at I-405 to the Wilburton Hill Park to Kelsey Creek Park to the Lake Hills Greenbelt and Richards Valley.*

**POLICY S-WI-2636.** The City should consider acquisition of surplus school district sites which might be appropriate for park and recreation uses.

**POLICY S-WI-2737.** Encourage development of the Highland-Glendale site, located on the northeast corner of NE 8th Street and 134th Avenue NE, as a park facility.

*Discussion: If this property is developed as a park, safe and obvious pedestrian access should be encouraged from surrounding apartments to this property. It may be appropriate to trade this site for another park site, north of*

*NE 8th Street, which would better serve the multifamily community in this area of Wilburton.*

**POLICY S-WI-2838.** Support implementation of the Wilburton Hill Park Master Plan, including neighborhood park elements.

## Community Design

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### POLICIES

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**POLICY S-WI-2939.** Retain, reveal, and enhance the views of prominent land forms, vegetation, watersheds, drainage ways, Downtown and significant panoramas in the Subarea.

*Discussion: Within the Subarea, there are numerous views, some of which are the view west from NE 8th Street and the ridge between 122nd and 123rd Avenues, the view south from the Lake Hills Connector north of SE 8th Street, the view east from SE 4th Street toward Kelsey Creek Park and the view from SE 1st Street and Main Street at the power line right-of-way at 136th Avenue. As development or public improvements occur, efforts should be made to provide public access to these viewing areas. Impacts to significant views may be minimized by considering alternative building orientation, roof designs, and the location of rooftop equipment during the design review process.*

**POLICY S-WI-3040.** Improve the appearance of public streets by completing the sidewalk system and adding pedestrian amenities such as benches, bus shelters, public art, and landscape barriers where appropriate.

**POLICY S-WI-3141.** Develop street tree plans for arterial streets and non-residential areas. Investigate ways to encourage property owners to implement the City's street tree plan.

**POLICY S-WI-3242.** Encourage the undergrounding of utility distribution lines in developed areas and require the undergrounding of utility distribution lines in new developments when practical.

**POLICY S-WI-3343.** Utilities should be provided to serve the present and future needs of the Subarea in a way that enhances the visual quality of the community (where practical).

## **NE 8th Street Corridor**

**POLICY S-WI-3444.** Develop an entrance in the NE 8th Street corridor to create a sense of entry to the corridor.

*Discussion: The existing Burlington Northern crossing lights and the change in grade at that point act as an entrance. A pedestrian entrance encouraged by this policy should be located as near as possible to the crossing lights to enhance and to increase its presence in the corridor. An entrance may include (on both sides of NE 8th Street): district signage, major landscaping, pedestrian shelters, and structures of a large enough scale to signify entry into Wilburton and into the Downtown and I-405.*

**POLICY S-WI-3545.** Consistent with future transportation improvements, enhance the traffic island and the eastern corner where old Bellevue-Redmond Road intersects with NE 8th Street, as major focal points.

*Discussion: These focal points are suitable for major landscaping, public art, pedestrian shelters, special paving, and historical markers as well as islands for pedestrians to cross from one side of NE 8th Street to the other. The scale of these features should have a large enough presence to balance the expanse of the NE 8th Street arterial and to be easily identified in the corridor.*

**POLICY S-WI-3646.** Pedestrian walkways should be clear and continuous from surrounding residential areas to the corridor, through the corridor, and from the sidewalks to the entrances of buildings.

**POLICY S-WI-3747.** Promote pedestrian amenities which include the provision of sidewalks, street trees, landscape strips, and bus passenger shelters. Building facades should have awnings, windows, offsets, and material texture or color that add interest for the passing motorist and pedestrian. Signage should be integrated with building design.

*Discussion: The commercial corridor along NE 8th Street is along a wide arterial and the sidewalk and street landscaping dimensional requirements should be greater than the current development standards for NE 8th Street. Street trees should be the same as street trees planted along NE 8th Street east of 120th Avenue NE Other landscaping should include hardy, pollution resistant, evergreen shrubs that are planted to form a solid band of separation (except driveway cuts and utilities) between the sidewalk and the street for the entire length of the corridor. The purpose of the landscaping is to protect pedestrians and provide a more comfortable pedestrian environment.*

*The CIP #PW-W/B-29 for this section of NE 8th Street will include curb,*

*gutter, and an eight-foot sidewalk along the curb. Where feasible, the sidewalk should be set back a minimum of four feet from the curb to allow for landscaping and street trees. The City should provide the best landscaping and pedestrian improvements possible, allowing for flexibility so that as redevelopment occurs or as additional funding is procured, this policy can be implemented.*

**POLICY S-WI-3848.** Allow flexibility for commercial buildings to be sited near frontage property lines.

**POLICY S-WI-3949.** Apply the Public Places and Connections policies from the Urban Design Element of the Comprehensive Plan and the attached Conceptual Design Plan (*Figure S-WI.2*) to the NE 8th Street Corridor.

*Discussion (Policies S-WI-34 through 39): The NE 8th Street corridor between 116th Avenue NE and 122nd Avenue NE (see Conceptual Design Plan, Figure S-WI.2.) is an area in a state of transition from an older suburban commercial strip to urban development. This corridor is a highly visible entry because it is the major passage for traffic between Downtown/I-405 and the east part of Bellevue. It is important to encourage cohesive, overall development and street improvements in the corridor. The enhancement of the corridor's appearance and function will help make it an identifiable district and an amenity to the community. This corridor should be an attractive and comfortable environment for the pedestrian to use when walking between Wilburton and Downtown.*

### **Auto Row Corridor - 116th Avenue NE and 120th Avenue NE**

**POLICY S-WI-50.** Encourage buildings developed in the in the Auto Row area, bounded by I-405, NE 8th Street, 120th Avenue NE, and SE 5th Street, to enhance the area's urban design character and pedestrian environment. Buildings should be sited near the street front, with limited intervening surface parking, and include street oriented pedestrian entrances. Where buildings are visible from streets and pedestrian corridors they should be designed with visual interest and landscaping.

**POLICY S-WI-51.** Provide aesthetic and landscaping enhancements on 116th Avenue NE consistent with its designation as a Boulevard (see Urban Design Element).

**POLICY S-WI-52.** Provide enhanced street edge landscaping and, where appropriate, landscaped medians on 120th Avenue NE between NE 8th Street and NE 1st Street to soften the impact of commercial areas on the residential area to the east.

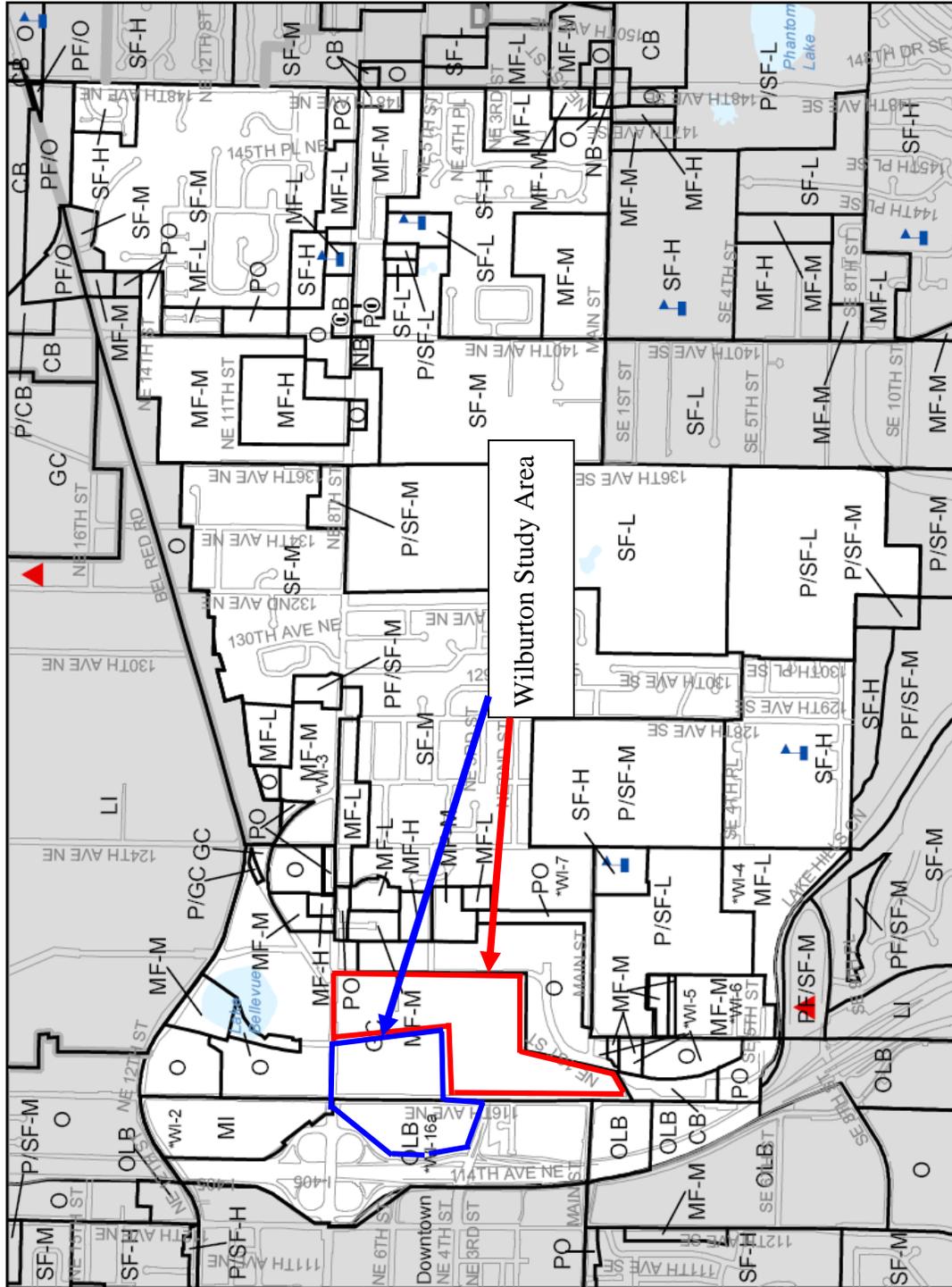
*[Only those proposed new projects are shown below as amendments to the East Bellevue Transportation Plan. No changes are proposed to other existing projects.]*

# East Bellevue Transportation Plan

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TABLE 1  
**East Bellevue Transportation Plan**  
 Transportation Project List

<b>Project Number</b>	<b>Project Location</b>	<b>Project Description</b>
<i>[numbering follows projects proposed for the Crossroads study]</i>		
582	<u>NE 4th Street between 116th Avenue NE and 120th Avenue NE</u>	<u>Create a new 4 lane arterial street connection with turn lanes as needed to provide efficient intersection movement.</u>
583	<u>NE 5th Street between 120th Avenue NE and 124th Avenue NE.</u>	<u>Identify and install traffic calming mitigation measures to reduce neighborhood impacts in accordance with a neighborhood implementation plan.</u>
584	<u>NE 6th Street multi-modal corridor between 112th Avenue NE and 120th Avenue NE</u>	<u>Create a transportation corridor that may include a combination of transit, HOV, general purpose and non-motorized facilities between 112th Avenue and 120th Avenue, with a non-motorized connection to the BNSF RR corridor.</u>
585	<u>116th Avenue NE between NE 8th Street and SE 1st Street</u>	<u>Improve the 116th Avenue NE streetscape, including select median landscaping areas.</u>
586	<u>120th Avenue between NE 8th Street and NE 1st Street</u>	<u>Improve the 120th Avenue NE streetscape, including select median landscaping areas.</u>



**FIGURE S-WI.1**  
**Wilburton/NE8th Land Use Plan**

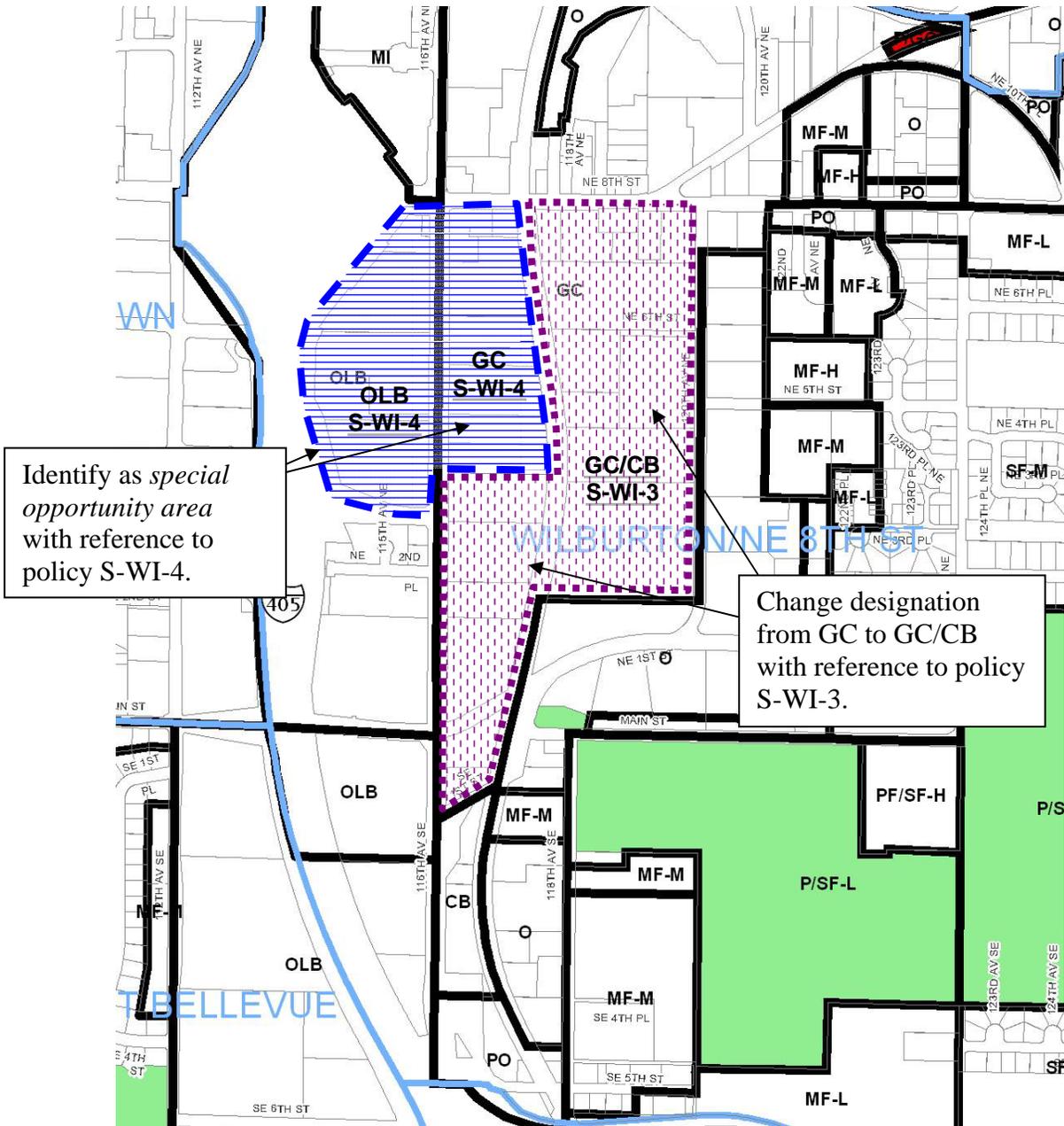
- SF Single Family
- MF Multi Family
- L Low Density
- M Medium Density
- H High Density
- UR Urban Residential

- PO Professional Office
- O Office
- OLB Office, Limited Business
- OLB-OS Office, Open Space
- NB Neighborhood Business
- CB Community Business

- GC General Commercial
- LI Light Industrial
- PF Public Facility
- P Park

- ▲ Fire Stations
- ▣ Public Schools
- ▬ Planning Districts
- ▬ Bellevue City Limits (6/2004)
- ▬ Lakes

# Attachment 3 Draft Comprehensive Plan Map Amendments



## Attachment 4 Draft Land Use Code Amendments

*[Amendments are shown in legislative markup of the current Land Use Code text. Proposed additions are shown with underline; proposed deletions are shown with ~~strikeout~~. In other locations where there is no markup formatting, the text of the Land Use Code is shown and proposed to remain unchanged. No changes are proposed to the majority of the text shown.]*

### Chapter 20.10 Land Use District Use Chart Chart 20.10.440 Trade (Wholesale and Retail)

		Wholesale and Retail – Nonresidential Districts									
STD LAND USE CODE REF	LAND USE CLASSIFICATION	Professional Office	Office	Office/Limited Business	Light Industry	General Commercial	Neighborhood Business	Community Business	Factoria Land Use District 1	Factoria Land Use District 2	Factoria Land Use District 3
		PO	O	OLB	LI	GC	NB (5)	CB (36*)	F1	F2	F3
5	Trade (Wholesale and Retail)										
51	Wholesale Trade: General Merchandise, Products, Supplies, Materials and Equipment except the following: (1)				P	P					
5111 5156 5157 5191 5192	Wholesale Trade: Motor Vehicles, Primary and Structural Metals, Bulk Petroleum (2)				P	C					
5193	Scrap Waste Materials, Livestock										
	Recycling Centers				P	P	P	P	P		
521 522 523 524	Lumber and Other Bulky Building Materials Including Preassembled Products (3)				P 35	P		P	P		
5251	Hardware				S 35	P	P	P	P		

Wholesale and Retail – Nonresidential Districts											
STD LAND USE CODE REF	LAND USE CLASSIFICATION	Professional Office	Office	Office/Limited Business	Light Industry	General Commercial	Neighborhood Business	Community Business	Factoria Land Use District 1	Factoria Land Use District 2	Factoria Land Use District 3
		PO	O	OLB	LI	GC	NB (5)	CB (36*)	F1	F2	F3
	Paint, Tile and Wallpaper (Retail)										
5252	Farm Equipment				P 35						
53	General Merchandise: Dry Goods, Variety and Dept. Stores (Retail)							P	P		
54	Food and Convenience Store (Retail) (27)					P	P	P	P		
5511	Autos (Retail)			P 6	A 4, 35	P		C, P 6	C		
	Trucks, Motorcycles, Recreational Vehicles (Retail)				P 7, 35	P		P 6, 25			
	Boats (Retail)				P 35	P					
552	Automotive and Marine Accessories (Retail)				P 35	P		P	P		
553	Gasoline Service Stations			A 34	P 34, 35	P	P	P	P	A 34	A 34
56	Apparel and Accessories (Retail)			S		P		P	P	S	S
57	Furniture, Home Furnishing (Retail)				P 11, 35	P		P	P		
58	Eating and Drinking Establishments (37)		P 13	P 14	P 15, 29, 35	P	P 16, 28	P	P	P 14	P 14
59	Misc. Retail Trade: Drugs, Liquor, Antiques, Books,		P 17	S		P	P 19	P	P	S	S

		Wholesale and Retail – Nonresidential Districts									
STD LAND USE CODE REF	LAND USE CLASSIFICATION	Professional Office	Office	Office/Limited Business	Light Industry	General Commercial	Neighborhood Business	Community Business	Factoria Land Use District 1	Factoria Land Use District 2	Factoria Land Use District 3
		PO	O	OLB	LI	GC	NB (5)	CB (36*)	F1	F2	F3
	Sporting Goods, Jewelry, Florist, Photo Supplies, Video Rentals and Computer Supplies										
	Adult Retail Establishments (31)			S				P	P	S	S
5961	Farm Supplies, Hay, Grain, Feed and Fencing, etc. (Retail)				P 35	P					
596	Retail Fuel Yards				P 35	P					
5996	Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools				P 35	P	P 20	P 20	P 20		
5999	Pet Shop (Retail and Grooming)				P 26, 35	P 26	P	P	P		
	Computers and Electronics (Retail)				P 12, 35	P 12		P	P		

**Notes: Uses in land use districts – Wholesale and Retail**

- (1) Wholesale trade includes sales offices for these goods.
- (2) Wholesale trade of motor vehicles, primary and structural metals, bulk petroleum includes sales offices for these goods and excludes tank farms.
- (3) Bulk Retail includes sales offices for these goods.
- (4) Automobile (Retail) is subject to the decision criteria in LUC [20.20.135](#).
- (5) Each individual wholesale and retail use in NB Districts, except retail food stores and miscellaneous retail trade, is limited to 5,000 square feet. Wholesale and retail uses

intending to operate between the hours of 12:00 midnight and 6:00 a.m. must obtain administrative conditional use approval. The applicant must meet the decision criteria for an Administrative Conditional Use Permit set forth in Chapter 20.30E LUC, and must demonstrate that: 1) the use will meet the requirements of the Noise Control Ordinance, Chapter 9.18 BCC; and 2) the use will meet the lighting standards of the Community Retail Design District for all lighting fixtures on the premises that would be lit between the hours of 12:00 midnight and 6:00 a.m. Businesses operating between the hours of 12:00 midnight and 6:00 a.m. on the effective date of the ordinance codified in this chapter are exempt from the ACUP requirements.

- (6) Retail auto **and motorcycle** sales are permitted on **the west both sides** of 116th Avenue NE between NE 8th Street and the SE 8th off-ramp from northbound I-405 only.
- (7) Motorcycle (Retail) requires administrative conditional use approval in LI Districts.
- (8) (Deleted by Ord. 5089).
- (9) (Deleted by Ord. 5089).
- (10) (Deleted by Ord. 5089).
- (11) Furniture and Home Furnishings are limited to uses with on-site warehousing in LI Districts.
- (12) Computer supplies are permitted as a subordinate use to computer sales in LI and GC Districts.
- (13) Eating and Drinking Establishments are excluded in transition areas in O Districts.
- (14) Eating and Drinking Establishments are permitted in the OLB, F2 and F3 Districts subject to the following criteria:
  - (a) Such uses are physically integrated within a structure primarily used as a hotel or motel; office building; charitable, social, professional and labor organization; fraternal lodge; recreational facility or institution such as a public assembly (indoor).
  - (b) Such uses do not exceed 20 percent of the gross floor area of the structure or structures.
  - (c) The entire site complex has a unity of design in terms of wall and roof materials, roof slopes and window patterns.
- (15) Eating and Drinking Establishments are permitted in LI Districts only if located in a multiple function building or complex.
- (16) Eating and drinking establishments may include liquor sales only if operated under a Class A or C liquor license issued by the Washington State Liquor Control Board. Eating and drinking establishments with other classes of liquor licenses require administrative conditional use approval.
- (17) Other retail trade is limited to drugstores only in O Districts.
- (18) Intentionally deleted.
- (19) Except for drugstores, all miscellaneous retail uses combined cannot exceed 10,000 square feet and each individual use cannot exceed 3,000 square feet.
- (20) Garden Supplies excludes items such as large trees, rock and bulk supplies which require special handling equipment in NB, CB, F1 and Downtown-MU Districts.
- (21) Limited to a maximum of 1,500 gross square feet per establishment.
- (22) Limited to a maximum of 3,000 gross square feet per establishment, except for food, retail.

- (23) Nonresidential uses are permitted in Downtown-R only when developed within the same project limit and simultaneously with an equal or greater amount of floor area devoted to residential uses.
- (24) No on-site outdoor display or inventory storage.
- (25) Motorcycles only.
- (26) Only pet grooming is permitted in the LI and GC Districts.
- (27) Food and Convenience Stores (Retail) must contain at least 75 percent square footage of retail food sales not for consumption on premises.
- (28) Drive-in windows are not permitted.
- (29) No more than one eating and drinking establishment is permitted in any building.
- (30) Limited to a maximum of 15,000 gross square feet per establishment or up to 25,000 gross square feet through a conditional use.
- (31) Adult retail establishments are subject to the regulations for adult entertainment uses in LUC [20.20.127](#).
- (32) (Reserved).
- (33) (Deleted by Ord. 5089).
- (34) Gasoline service stations may include subordinate convenience stores.
- (35) Any business which combines two or more permitted retail sales uses and also includes subordinate retail sales uses shall be limited in size to 50,000 square feet.
- \* (36) Retail uses in CB Districts in the following subareas, as designated in the Comprehensive Plan, are limited in size to 100,000 gross square feet or less: Bridle Trails, Evergreen Highlands, Newcastle, North Bellevue, Northeast Bellevue, Richards Valley, South Bellevue, Southeast Bellevue, Wilburton/[NE 8th Street east of 120th Avenue only](#).
- (37) Microbrewery manufacturing is permitted subordinate to an eating and drinking establishment; provided, that the manufacturing use occupies not more than 50 percent of the total square footage of the combined establishment.
- (38) Eating and drinking establishments and retail uses are permitted in the Downtown-OLB District provided the following criteria are met:
  - (a) The uses are functionally integrated within a building or complex primarily used as a hotel or motel; office building; university or college; charitable, social service, professional or labor organization; or recreation facility.
  - (b) The uses do not exceed 30 percent of the total floor area of the building or complex.
  - (c) Each individual retail use is limited to 15,000 gross square feet in area.
  - (d) The entire complex achieves a unity of design through the use of similar exterior building materials, colors, and window patterns. ([Ord. 5587](#), 3-7-05, § 3; [Ord. 5489](#), 10-20-03, § 1; [Ord. 5480](#), 10-20-03, § 2; [Ord. 5475](#), 10-20-03, § 4; [Ord. 5434](#), 1-21-03, § 2; [Ord. 5403](#), 8-5-02, § 3; [Ord. 5385](#), 7-15-02, § 5; [Ord. 5089](#), 8-3-98, § 3; [Ord. 4979](#), 3-17-97, § 1; [Ord. 4973](#), 3-3-97, § 301; [Ord. 4935](#), 12-2-96, § 1; [Ord. 4816](#), 12-4-95, § 401; [Ord. 4654](#), 6-6-94, § 17; [Ord. 4646](#), 5-2-94, § 3; [Ord. 4516](#), 4-12-93, § 1; [Ord. 4422](#), 9-28-92, § 2; [Ord. 4176](#), 11-26-90, § 3; [Ord. 4117](#), 1-16-90, § 1; [Ord. 4028](#), 7-17-89, § 1; [Ord. 3884](#), 2-16-88, § 1; [Ord. 3813](#), 7-20-87, § 1; [Ord. 2966](#), 1-18-82, § 2)